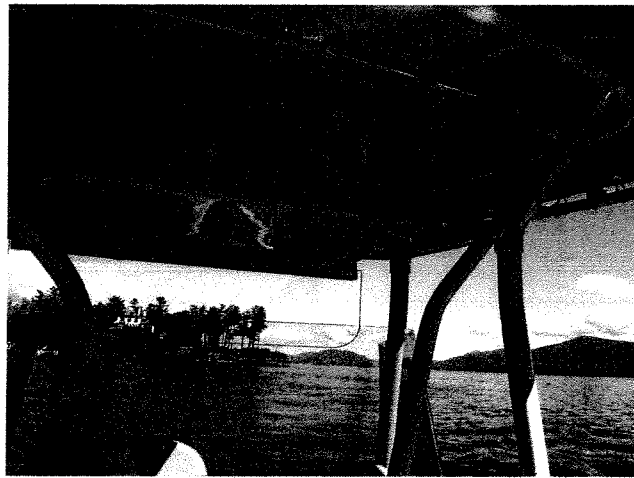


STATE OF NEW YORK

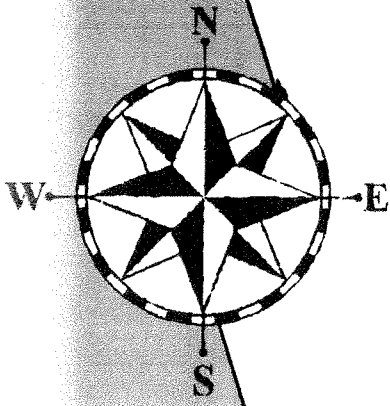


Lake George Park Commission



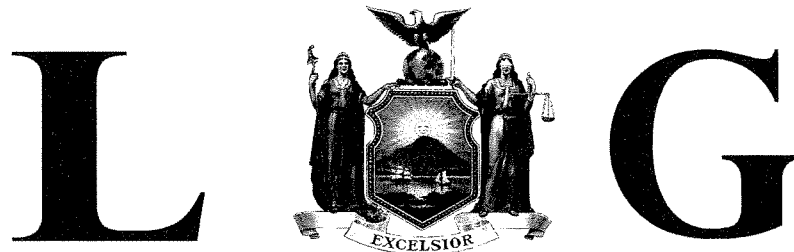
2004

Marine Patrol Report



Submitted by:
Lt. Joseph H. Schneider
Director of Law Enforcement

**STATE OF NEW YORK
LAKE GEORGE PARK COMMISSION**



**2004
MARINE PATROL REPORT**

The following is the final report of the Lake George Park Commission's Marine Patrol for 2004.

I. INTRODUCTION

Patrolling the waters of Lake George since 1962, the Lake George Park Commission's Marine Patrol unit logged its forty-third year of continuous service in 2004.

The primary mission of the Patrol is to promote the safe and enjoyable use of the lake. The Patrol provides a wide array of services to the boating public such as search and rescue, first-aid, vessel and forest fire fighting, public education and information dissemination, emergency towing and courtesy gas service; enforcement of: the New York State Navigation Law (including vessel inspections for compliance with sanitary system requirements), Department of Environmental Conservation campground rules and regulations, and the Lake George Park Commission's rules and regulations.

The Lake George Park Commission (LGPC) Marine Patrol has built a solid record of service to the boating public and protection of the Lake George resource. Over the years, the enforcement duties of the patrol officer have greatly expanded to include many new areas such as vessel speed, vessel registration, sound level limits, boating while intoxicated laws, nuisance aquatic species education inspection and enforcement, enforcement of special restricted use zone regulations, and enforcement of the Commission's Special Navigation Rules such as rules for personal water craft, restricted use areas, and parasailing.

The Patrol constitutes a substantial portion of the Commission's overall enforcement program. Marine patrol boats serve the entire Lake George area including the shoreline of three counties: Warren, Washington, and Essex; eight townships: Lake George, Bolton, Hague, Ticonderoga, Putnam, Dresden, Fort Ann, and Queensbury; and the Village of Lake George.

From the outlet at Ticonderoga to the Lake George Village, lake users are provided with prompt, professional response whenever and wherever needed.

The Patrol consists of eight patrol boats staffed by eight uniformed patrol officers and two sergeants. The Patrol operates seasonally from the middle of May to Columbus Day. Full scale operations occur from early July through Labor Day with a maximum of eight patrol units on duty, day and night.

The Patrols are dispatched through 911 by the Warren County Sheriff's Department. The Patrol also monitors marine channel 16 for direct contact with the boating public. The Patrol units are 18 to 23-foot boats equipped with radios, fire pumps, emergency gasoline, and other necessary equipment. The boats are assigned to patrol within zones to minimize response times to any given section of the lake.

The enforcement programs of the Commission are coordinated by its Director of Law Enforcement, a Supervising Environmental Conservation Officer. This position exists through a unique agreement with the Department of Environmental Conservation (DEC) and is intended to provide consistent enforcement of the Commission's regulations throughout the Lake George basin.

II. TRAINING

The Commission's Marine Patrol Officers have significant credentials for education and experience across a wide range of professional disciplines. They come from careers in such areas as education, law enforcement, and recreation management. Patrol members are recruited to provide the group a deep and diversified mix of expertise in such fields as supervision, enforcement, first-aid, rescue, firefighting, and vessel operation.

As certified peace officers, all Marine Patrol Officers are required to successfully complete a basic training course approved by the Division of Criminal Justice Services, Bureau of Municipal Police. Additionally, "in-service" schools are conducted regularly to review subjects of particular interest and importance to our officers.

This year the in-service school was held June 28th through the 30th. The officers were updated on Commission programs and responsibilities including such things as priorities of the Commission, Eurasian watermilfoil, zebra mussel programs and the stormwater permitting program and process. Subject matters reviewed included the NYS Criminal Procedure Law, NYS Navigation Law, Title 6 of New York Compilation of Codes, Rules and Regulations. Additional topics covered were community relations, special enforcement problems, young boater's training, vessel noise and boating while intoxicated enforcement.

III. PATROL

The Patrol began the 2004 season on May 19th with three patrol units operating on weekends. The balance of the officers began patrol on June 28th.



MPOs Fontana and Sutphen

Beginning with the July 4th holiday, the Patrol operated seven days a week until Labor Day. On Mondays through Thursdays, there was an average of four patrols and a supervisor in operation on the lake. Seven patrol units and a supervisor were in operation on Fridays, Saturdays, Sundays and holidays. A two-man patrol unit, including a supervisor, operated Fridays, Saturdays and holiday nights.

The Marine Patrol's priorities are as follows:

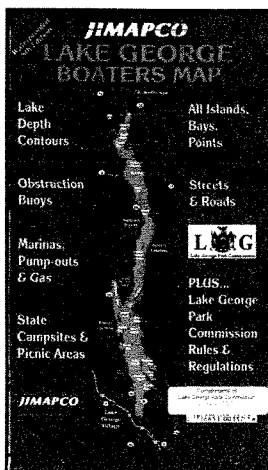
1. *Safety - Protect the Health and Safety of the Public*
 - a. Rescue and Assistance
 - b. Marine Fire Fighting
 - c. Marine Safety (PFD's, etc.)
 - d. Removal of Hazards
2. *Lake Protection/NYS Navigation Law and LGPC Regulations Enforcement*
 - a. NYS Navigation Law
 - b. Special Navigational Rules
 - c. Sound Limits
 - d. Speed
 - e. Vessel Sanitation/Protection of the Lake
 - f. Restricted Use Zones

- g. Regulated Recreational Activities
- h. NYS Vessel Registration
- i. LGPC Vessel Registration

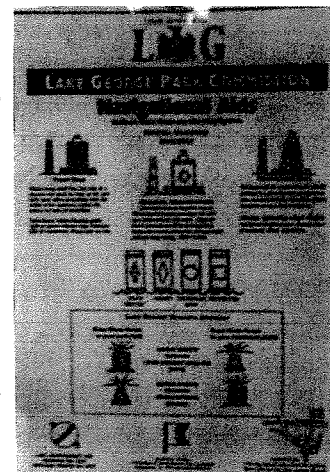
3. *Assist Other Agencies as Needed (type of assistance dictating level of priority)*

The Commission's emphasis is focused on ensuring the safety of and providing assistance to the public, as well as the protection of the Lake George resource. This mission is accomplished through ensuring compliance with the laws and regulations on Lake George, and through promoting education and awareness. A total of 4,637 officer hours were logged including all patrol and non-patrol hours. During this period, the officers documented nearly 4,000 official contacts with the public. These contacts include, among other things, 76 complaints, 554 assists to boaters, 525 cruiser sanitary and safety inspections, and 217 appearance tickets issued. These figures are represented on the attached compilation of "Patrol Officers Daily Activity Statistics" (**ATTACHMENT "A"**). Also attached is a graphical representation of appearance tickets issued in 2004, as compared to those issued in 2003 and 2002 (**ATTACHMENT "B"**).

Public education is, and always will be, a priority for the Commission. Vessel Informational stickers, PWC regulation stickers, Lake George Boaters Maps, posters and regulation information are distributed by the Marine Patrol and the Commission's vendors who are a great asset in these efforts.



Officers continue to dispense the Commission's full color and laminated informational posters which were designed to be displayed at public locations across the lake basin. They are intended to inform lake users as to the laws, rules and regulations, common navigational aids, and necessary vessel equipment and operational information which apply on Lake George. Copies of the posters can be obtained via any Marine Patrol Officer or by contacting the Commission office.



The Commission places a high priority on responding to the needs of the boating community with education, high visibility and availability. Many hours of assistance and responding to these needs do not get captured in any statistical analysis of the

patrol's activity, yet have a profound effect on public safety, public perception, cooperation, and overall protection of our lake.

Statistical information recorded by the patrol is quantified geographically, as well as by type of service (i.e., assistance, enforcement, warnings, etc.). This information enables us to chart the number and types of patrol responses and plot them on a map of the lake. This information is helpful in plotting patrol activities and assists in determining areas of special or unique concern on the lake.

IV. ACCIDENTS AND UNUSUAL INCIDENTS

The Patrol investigated a total of 14 vessel accidents this season and a wide variety of calls, these are some of the more unique ones:

- On June 12, 2004 Lt. Schneider was contacted regarding a reported "landslide" at a marina in the Town of Hague. Upon responding it was found



that an extensive piece of the shoreline at the property had simply slid into the lake! Eyewitnesses at the scene stated they heard a noise, then saw approximately 20 feet of shoreline disappear into the lake along with most of the facility's docks. In the 1800's the site was a loading area for graphite from Graphite Mountain which was shipped by barge to the Ticonderoga pencil factory in Ticonderoga. It is theorized that underwater pilings and fill from that era may have failed, perhaps even due to seismic activity, precipitating the rapid change in shoreline!

- On July 8, 2004, MPO's Sutphen and Fontana responded to a call for assistance at the Waltonian Islands for an allergic reaction. Upon arrival they encountered a seven-year old boy that had been stung numerous times on the face and chest by bees. The boy was stabilized and transported to Mossy Point Boat Launch where the family's car was parked which contained his allergy medications. The boy responded well to the medications and the thankful parent praised the quick response of the officers.
- On July 9, a high performance vessel was tested for a possible noise violation in the vicinity of the Mother Bunch Islands. The vessel failed the test with a reading in excess of 104 db(A) (the legal limit being 90 dB(a)). The testing officers ordered the vessel immediately removed from the lake until it could be quieted. On July 10th, 2004, at the Mossy Point Launch, the vessel was tested again at the request of the owner who had clamped a 6-

inch PVC pipe to each of the thru hull exhaust pipes and extended the pipes down into the water. The vessel tested at 97 dB(a) and was again ordered off the lake. The third and final strike was the following weekend when the owner again requested a compliance test at the launch ramp. The vessel was now equipped with flexible 6" culvert pipes which extended about six feet down into the lake from the thru hull pipes. Tested over 90 dB(a) again, the owner removed the vessel conceding that he would have to have a professional lower the vessel's exhaust noise for next year!

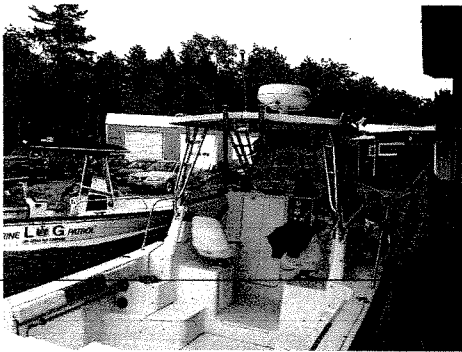
- On July 16, 2004 a call was received by MPO Johns regarding "shots fired" in the vicinity of Montcalm Point in Bolton. MPO Johns responded to the scene and found a male subject skeet shooting with a shotgun over a small bay toward shore. After a discussion about the safety problems and the problem with any clay birds winding up in the Lake, the subject decided it was not a good place to practice his shooting.
- On July 17, 2004 Sgt. DeLappa responded to a call regarding a deceased dog found floating in Clark Hollow Bay. The Sergeant found a small white dog and requested assistance from the DEC Caretaker at Narrow Island, Dave Parker. The dog was removed to Narrow Island while Sgt. DeLappa attempted to contact the owners based on information on the dogs collar. When no contact was received, Caretaker Parker decided to give the lonely pet a proper burial. Days later contact was received from the owners of the animal who advised that the dog had been missing and they were away on vacation. The upset owners were most grateful for the returned collar and to know that the animal had been treated so respectfully by Mr. Parker and Sgt. DeLappa.



MPO Muscatello and ECO VanAnden

- On August 10th 2004, Sgt. Rooney and MPO VanNess encountered a partially submerged sailboat off the point of Cleverdale. The owner explained that she was sailing and that when she turned to check on the location of two other boats nearby, she must have overturned the rudder and the vessel capsized launching her and three passengers, who were slightly injured, into the lake. Other boaters were assisting when the patrol arrived. The officers were able to transport all the subjects back to their respective campsites and using the patrol boats fire pumps were able to pump the vessel out and tow it back to its launch.

- July 29, 2004 brought an eerily familiar complaint for MPO Johns and Sgt. Rooney. EMS arriving at Green Island advised of a lightning strike call on Uncas Island, the sight of a fatal lightning strike only a few seasons ago.

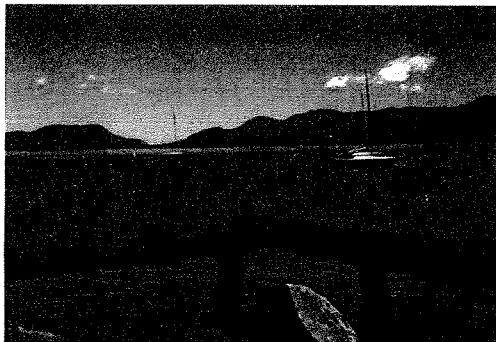


Sgt. Rooney checking Marine Patrol Boat at Green Island

The officers responded to the scene and assisted a family of five who were suffering from the aftereffects of a nearby lightning strike. Buzzing ears, tingling skin and a burning sensation in their feet were some of the complaints that the victims were reporting. All subjects were taken to Patrol Boat 108 and later transported to Glens Falls Hospital by Bolton Rescue. The father of the family explained that he and his wife had been knocked to the ground by the strike and had momentarily blacked out. The patrol officers helped pack the family's belongings and brought them to shore while the family was being checked out at the hospital. Thankfully, no one suffered any serious injuries in the incident.

- On September 12th, 2004 Sgt. DeLappa responded to an EMS call at a local marina. A 52-year old Glens Falls woman had been sailing on the lake and was attempting to return to her dock. When it became clear to her that she was moving too fast toward the dock, she attempted to stop the boat from crashing into another moored boat with her hands. The resulting badly broken right wrist was the evidence of the foolishness of trying to stop a ton of boat moving with a human arm. First aid was provided and Bolton EMS called for transport to Glens Falls Hospital.

- On September 18th, 2004 at 7:00 pm, Sgts. Rooney and DeLappa had already concluded their patrol day when they were contacted at home by the Warren County Sheriff's Office regarding a stranded boat on Mallory Island. The dedicated officers went back in service and responded to the area. A



Looking Northeast from Diamond Point

search of the island was negative and after several phone calls to WCSO and the original caller, the determination was that it may have been Lamb Shanty Bay where the boat was spotted. A search of the shoreline with spotlight was initiated from Mallory Island south. The vessel was found on a rock outcropping in Lamb Shanty Bay but no persons were present. A search of the area found the 9 occupants of the vessel farther south on the rocky shoreline. All the subjects were wet, cold and had only swim wear on in the fast dropping nighttime

temperatures. They were transported back to Roger's Rock Campground as the driver explained that they had been swamped by a wave while fishing and he had intentionally grounded the vessel so they wouldn't have to swim so far. Unfortunately in the direction they were walking, they would have had a very long walk before they found any assistance. The weary Sgts. called out of service for the second time at 11 pm after a thirteen hour tour!

- On September 18, 2004 at 1:15 pm, a call was received of persons in distress near the Sagamore docks in Bolton Landing. Officers responded to the area and successfully removed four very tired divers from the water. It seems that the subjects had been diving between Crown Island and the Sagamore dock. When they surfaced, they discovered that their untended and poorly anchored boat had drifted south below Recluse Island. Three subjects were transported to shore and one to retrieve the drifting 29-foot Sea Ray!
- In mid-October, MPO Rajeski and Sgt. Rooney recovered an adrift 27' sailboat near Sawmill Bay in Bolton. After securing the vessel at the state owned docks on Green Island, the officers were successful in contacting the owner of the craft who agreed to respond immediately to retrieve the runaway boat. The officers responded to the subject's dock to transport him to his boat. Unfortunately, as the 59-year-old subject boarded the patrol boat, he struck his head on the hard top, opening a 2-inch gash in his scalp and bleeding profusely! The officers worked to control the bleeding and Bolton EMS was called to transport the man to Glens Falls Hospital for stitches. After completing reams of paperwork, the officers understood the old adage of "no good deed goes unpunished".

V. 2004 BOAT COUNT

The Boat Count section of this report outlines the general trend in vessel numbers in 2004 and comparatively over the last decade.

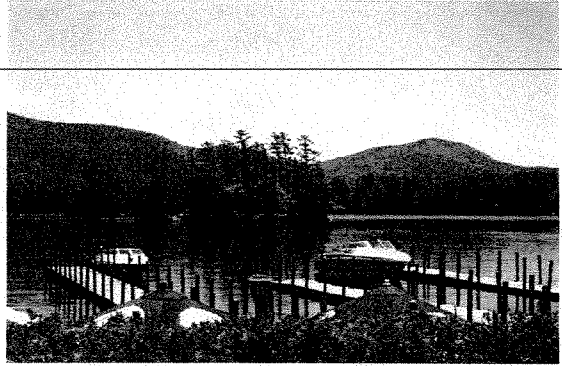
The annual boat count was, as always, taken during the month of August.



Although the Patrol endeavors to conduct the count at the same time, on the same kind of a day, and in the same manner each year, this count should not be mistaken for an absolute census of the number of boats on the lake. Instead, the boat count should be seen as an indicator of the general trend of lake usage. **(ATTACHMENT C).**

VI. RECREATIONAL QUALITY

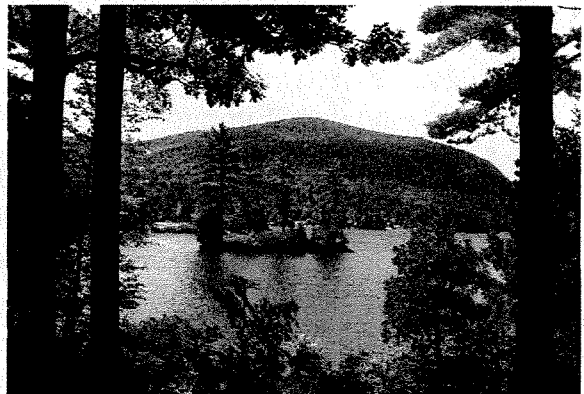
PERSONAL WATERCRAFT (PWC) REGULATION ENFORCEMENT: The Lake George Park Commission administers Special Navigation Regulations which pertain to the operation of PWC's on Lake George. They apply only on Lake George and are above and beyond the requirements of the NYS Navigation Law. These lake-wide regulations set operational requirements such as limiting the hours of operation of PWC's to between 8 a.m. and 7 p.m. (dawn to dusk elsewhere in the state), prohibiting the operation of a PWC within 500 feet of a designated swimming or mooring area, and most notably, prohibiting the operation of a PWC in excess of 5 m.p.h. within 500 feet of shore (100 feet elsewhere in the state). The presence of "additional regulations" on Lake George requires constant education and enforcement with an ever-changing lake user population.



A quiet scene on Huddle Bay

Because of the controversy surrounding PWC's, PWC related data is tracked to enable the Commission to provide specific data pertaining to PWC contacts, accidents, violations and etc. The Marine Patrol's activity reports were modified in 2001 to provide a simple checkoff system for PWC warnings and PWC related tickets issued. These statistics have been accumulated to provide a snapshot of PWC warning and ticket distribution all around Lake George.

The 2004 boat count indicates a **decrease** in the number of PWC's on Lake George from 668 last season to 573 this season, a decrease of 14%. This means that in 2004, PWC's made up approximately 5% of the total vessels on the Lake (573/10517).



Blueberry Island, Huletts Landing

In 2004, out of a total of 217 tickets issued by the Patrol, 115 tickets were issued for offenses which involved a PWC. (This includes all violations involving PWC's; i.e; no LGPC user fee sticker, no NYS Registration, operational violations, and etc. See Chart A). These offenses are further broken down to indicate the type of offense in Chart B.

PWC TICKETS VS. OTHER VESSELS

YEAR	PWC	OTHER VESSELS	TOTAL	PWC %
1998	31	46	77	40.26%
1999	73	99	172	42.44%
2000	90	111	201	44.77%
2001	109	51	160	68.13%
2002	119	106	225	52.88%
2003	92	76	167	55.08%
2004	115	102	217	52.90%

PWC TICKET STATISTICS

VIOLATION CHARGED

NUMBER WRITTEN

	2003	2004
Excess of 5 MPH w/in 500 feet (LGPC Reg)	25	36
Operation after 7 PM (LGPC Reg)	19	8
Vessel Exceed 5 MPH (Local Ord.-No Wake Zones)	12	3
Operate without required certificate (NYS Nav. Law)	11	44
No LGPC sticker or NYS Reg.(LGPC & V&T Law)	10	18
No Personal Floatation Device (NYS Nav. Law)	8	2
Permitting Underage Operation (NYS Nav. Law)	4	1
Towing with no observer (NYS Nav. Law)	3	3

TOTAL PWC TICKETS ISSUED:

92 115

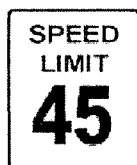
The Patrol investigated a total of 14 vessel accidents in 2004. Of those 14 accidents, one involved a PWC or 7%. In 2003, 12 accidents were investigated and reported; of those, 4 involved PWC's or 25%. The Commission will continue to work closely with the towns around the lake. In addition to providing enforcement and educational materials, the Commission can provide data and statistics regarding patrol activities within their bays which will hopefully provide valuable information to them in their deliberation of personal watercraft issues in their jurisdictions.

VESSEL EXHAUST NOISE ENFORCEMENT:

The Commission continues to fairly and actively enforce the NYS Navigation Law state-wide standards for Vessel Exhaust Noise. Officers are trained and certified in Vessel Exhaust Noise measurement. The most common test performed is the "stationary test" which NYS Law requires boats to be no louder than 90 dB(a) at idle, measured at a distance of one meter from the exhaust outlet. Unfortunately, many vessels which are capable of passing this Stationary Test, produce significantly more noise when being operated by someone who is not concerned about the noise the vessel produces. The operators of thru-hull exhaust and "performance boats" are the best insurers of the peace on the vessel noise issue, since even boats that do pass the Stationary Test standard are capable of producing significantly louder decibels when operated with disregard for the impact the vessels exhaust noise has on other lake users. Few users of Lake George during the summer have not experienced the "thunder" that inconsiderate operators can produce. In addition to the Stationary Test, a shoreline requirement of no more than 75 dB(a) is also in force on the Lake. This test can be used on any vessel, from any distance, and at any location on the lake and is most often targeted at vessels which complaints have been received about.

VESSEL SPEED ENFORCEMENT:

In addition to designated no wake zones all across the Lake, Lake George has a daytime speed limit of 45 MPH and a nighttime limit of 25 MPH. Back in the days when this law was put into effect there were not many vessels that could exceed 45 MPH. In this day and age however, 45 MPH is half throttle for many modern day fast boats. On-lake conditions always dictate what safe and prudent operating speeds are and maximum limits may be completely inappropriate for conditions such as heavy congestion, heavy wakes, fog, storms and etc. Operation at a speed not reasonable for conditions is Reckless Operation under the Navigation Law regardless of speed limits.



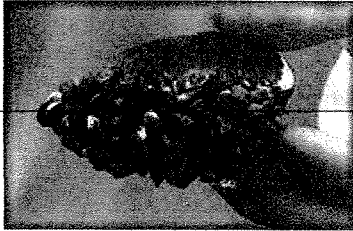
It is not uncommon for a vessel being operated at an excessive speed to also produce excessive noise. Several speed enforcement details during the course of the 2004 season, in conjunction with NYSDEC MORE Team officers, were very effective in eliminating some of these problems and continued speed enforcement details will be utilized in future seasons to help curb unsafe operation and excessive noise.



VII. DANGEROUS INVADERS-NUISANCE AQUATIC SPECIES

ZEBRA MUSSELS & EURASIAN WATER MILFOIL:

At the annual in-service training, officers were supplied with information kits which contained: documentation regarding zebra mussels and what to do if you suspect you have found them in Lake George; trailer and boat cleansing tips and requirements for Lake George; contact numbers for questions regarding zebra mussels and sample containers for submitting suspected zebra mussels.



Officers are issued "Zebra Mussel Aware" informational stickers and are instructed to distribute them to boaters on the lake whom they have briefed on the zebra mussel problem. It is hoped that other boaters who see the stickers will inquire about them and thus become aware of the problem themselves! The stickers continue to be a very popular item.



Marine Patrol Officers endeavor to disseminate as much information as possible regarding the threats that these invaders pose to the ecosystem of Lake George, and how not to be a part of the problem.



VIII. MISCELLANEOUS 2004- PATROL SEASON

SPECIAL DETAILS:

The Patrol Officers participated in a number of special details this season. Officers provided security and assistance at the Queen's Great Boat Race in May, patrolled the Fourth of July fireworks in both Bolton Landing and in Lake George Village, and provided security at the offshore racing demonstration and the Antique Gold Cup Racer Regatta in the Village of Lake George.

LOG BAY DAY:

The patrol provided public safety patrols at the loosely organized Log Bay Day in August. This event, which is an unsanctioned public amusement provided by local band members and others, results in hundreds of boats tying up in Shelving Rock

Bay to listen to a live band playing from a floating barge. The Commission takes the public safety threats posed by this gathering seriously and is conducting a thorough review of the event to determine legality and jurisdiction.

In 2004, a combined waterborne enforcement detail featuring Commission, NYS Encon Police and Warren County Sheriff produced numerous underage drinking arrests and five Boating While Intoxicated arrests. On land, NYS EnCon Police, NYS Police, Washington County Sheriff and NYS Forest Rangers made nearly eighty (80) arrests for underage possession of alcohol and illegal marihuana possession.



“Log Bay Day” which started as a small gathering of local band fans has turned into an event which poses numerous public safety and law enforcement challenges. Strict enforcement of all applicable laws, rules and regulations at this event will hopefully eliminate the excessive alcohol consumption, drug use, and attendance by minors that has unfortunately become the standard.



RECOVERED PROPERTY:

The Patrol recovered personal property valued at more than \$50,000. During the season an assortment of vessels, canoes, PWC's, etc. are routinely recovered in addition to numerous smaller items such as knee boards, waterskis', PFD's, tubes, etc. Any lake user who loses an item on the lake should check with the Commission to see if the item has been found or turned in.

NEW YORK STATE YOUNG BOAT OPERATOR'S TRAINING PROGRAM:

The Lake George Park Commission maintained its leading role in young operator certification in the Lake George Basin.

Young boater certification classes were scheduled and published from May to September. Due to the dedicated efforts of MPO Thomas Muscatello, the Marine Patrol succeeded in educating and training scores of boat operators in the Lake George Basin.

New York State Navigation Law mandated certification for all PWC operators in the year 2004. Demand continues to increase for training from boaters, both young and old, meaning an increasing demand on Commission resources to provide this important training.

MARINE PATROL EQUIPMENT:

The Commission has purchased/implemented the following equipment necessary to equip the Patrol and to protect the public and the officers:

- The Commission entered into a radio repair/maintenance contract to limit radio repair costs.
- Boat 105, a 1988 Grady White, was replaced with a new 21' Boston Whaler Justice model. The new vessel is equipped with a pull out diving door, full T-Top protection and an environmentally friendly four cycle outboard engine.
- The Commission continues to attempt to replace its solar powered radio repeater. The eventual replacement is expected to cost about \$6000.

IX. ACKNOWLEDGMENTS

The individual dedicated members of the Commission's Marine Patrol are directly responsible for this long standing success in providing assistance, education and enforcement to the Lake's users.

Thanks as always to the Department of Environmental Conservation's staff at the Green Island Maintenance Facility. It takes a team effort to keep eight patrol boats running throughout the entire patrol season.

The support of the Department of Environmental Conservation's Commissioner Erin Crotty and NYSDEC Division of Law Enforcement's Director, Lawrence Johnson are critical to enabling the Marine Patrol to function, both thru the cooperative agreement that provides for a Supervising Environmental Conservation Officer to run the Commission's enforcement program and for the support of Regional Law Enforcement personnel such as ECO's and M.O.R.E. (Marine and Off-Road

Enforcement)Team members who patrolled with Commission Officers routinely throughout the season. The Commission wishes Director Johnson the best in his much deserved retirement at the end of 2004.

Thanks also to Chief Jim White, Officers Gil Howse and Rick Schroder of the Bolton Police Department for all their efforts and assistance during the season.

Thank you also to Sheriff Larry Cleveland and the Warren County Sheriff's Office for their continued support on the Lake. The Sheriff's Office dispatches all the complaints on Lake George, and provides the Patrol with land transportation for arrests, etc. when needed. Their assistance and their professionalism is vital and greatly appreciated.

The Patrol also works closely with the New York State Police in Bolton Landing. Troopers Rich Kober and Scott Baldwin are regulars at our Patrol meetings and briefings and their professionalism and presence is always welcome.

X. CONCLUSION

Lake George is one of the busiest lakes in the state and every season presents its own special challenges to members of the Marine Patrol. 2004 was no exception.

The seasonal officers of the Marine Patrol have adapted to many changes and additional duties over the years and met those challenges and changes with enthusiasm and professional dedication which would be the envy of any full-time police supervisor. These challenges continue to grow and evolve. Uniformed Inspectors are planned for the 2005 boating season to help stem the introduction of nuisance aquatic species. Vessel noise enforcement will continue to demand considerable time of the Marine Patrol as well as increasing "special events" such as the Gold Cup Racing Regatta.

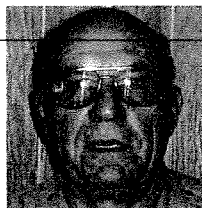
The Marine Patrol will be able to meet these growing challenges with the continued support of its members, the Commission and the boating public.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "J H Schneider". The signature is stylized with a large, sweeping initial "J".

Lt. Joseph H. Schneider
Director of Law Enforcement

2004 LAKE GEORGE PARK COMMISSION MARINE PATROL



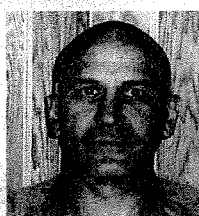
Sergeant
Gavin Rooney
15th Year of Service



Sergeant
Cynthia De Lappa
14th Year of Service



Officer
Thomas Muscatello
12th Year of Service



Officer
Frank Fontana
4th Year of Service



Officer
Robert Rajeski
5th Year of Service



Officer
Paul Smith
4th Year of Service



Officer
Joe Johns
4th Year of Service



Officer
William Van Ness
3rd Year of Service



Officer
Dayton Dedrick
1st Year of Service



Officer
Robert Sutphen
1st Year of Service



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www.lgpc.state.ny.us

-
- Meeting Announcements & Cancellations
 - Meeting Minutes & Agendas
 - News Releases
 - LGPC Rules & Regulations
 - Boating Information
 - LGPC Marine Patrol Reports
 - Permit Applications & Instructions
 - General Information about the Commission
 - Commission Programs
 - Links to other related New York State sites

On Lake EMERGENCIES: Dial 911
During business hours: 668-9347
Marine Radio Channel 16 (request "any LGPC Boat")

Lake George Park Commission
75 Fort George Road
Lake George, NY 12845

Telephone: (518) 668-9347
Facsimile: (518) 668-5001
E-mail: info@lgpc.state.ny.us

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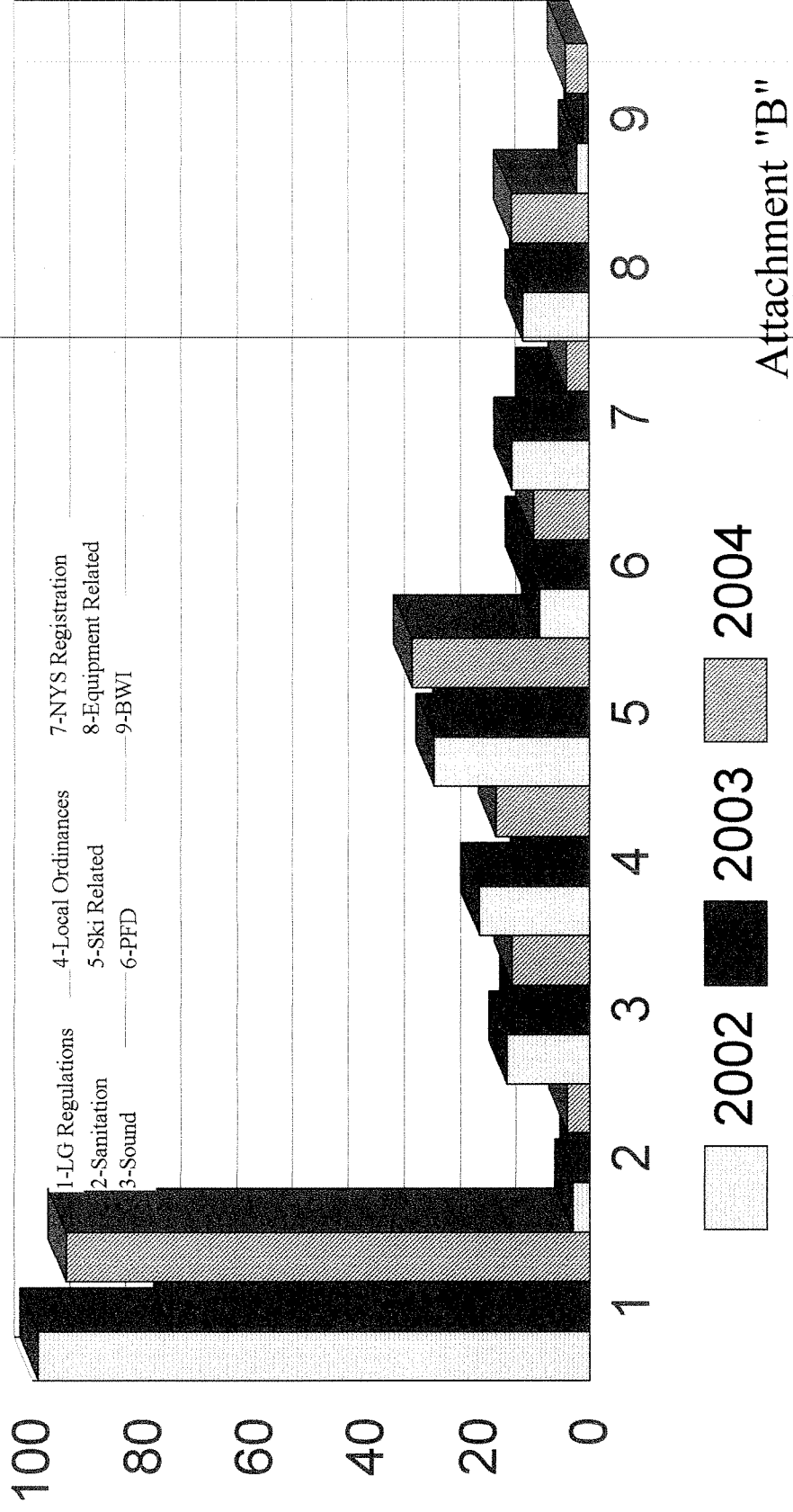
**DAILY LOG SUMMARY
PATROL OFFICER'S ACTIVITY STATISTICS
2004 PATROL SEASON**

		2003	2004
ASSISTANCE:	Courtesy Gas	20	8
	Stranded Boater	95	74
	Vessel Tows	20	23
	First Aid	51	27
	Assist Other Agency	69	43
	Other Boater Assist	1220	854
	Searches	11	21
	Fires	6	13
	Ambulance/Rescue Called	25	12
	Reported Drowning	2	1
ACCIDENTS:	Investigate	12	13
	Investigate Fatal (with WCSD)	1	0
PROPERTY:	Stolen/Lost Vessel	1	2
	Stolen/Lost Motor	0	0
	Stolen/Lost Miscellaneous Property	4	2
	Property Recovered \$ Value	10 (\$21,000)	15 (\$50,000)
VESSEL INSPECTIONS:	On Water	227	283
	At Launch	75	62
	At Marina	347	290
ENFORCEMENT:	Complaints	105	76
	Vessel Contacts	1555	1501
	Warnings	505	439
	Arrest/Summons – Navigation Law	46	109
	Arrest/Summons – Other	121	117
	BWI Arrest	1	4
REGATTAS PATROLLED		45	50

ATTACHMENT "A"

A.T.'s By Type of Offense

2002/2003/2004

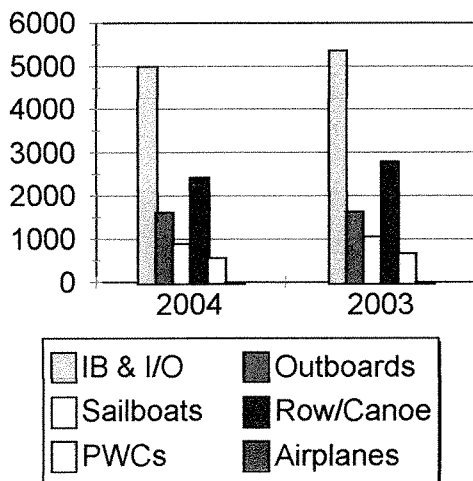


Boat Count Total 1988 thru 2004

Year	IB & I/O	Outboards	Sailboats	Row/Canoe	PWCs	Airplanes	Totals
2004	5,003	1,621	893	2,426	573	1	10,517
2003	5,372	1,634	1,050	2,792	668	1	11,517
2002	5,442	1,833	1,095	2,317	770	0	11,457
2001	5,381	1,680	1,172	2,685	807	1	11,726
2000	5,797	1,685	1,138	2,784	755	1	12,160
1999	5,313	1,614	1,060	2,268	631	1	10,887
1998	5,061	1,691	1,056	2,561	645	3	11,017
1997	4,998	1,608	1,145	2,283	746	3	10,783
1996	4,417	1,465	990	2,314	556	4	9,746
1995	4,482	1,461	816	1,967	388	4	9,118
1994	4,630	1,855	847	1,922	331	3	9,588
1993	3,799	1,460	629	2,202	232	1	8,323
1992	4,322	1,601	759	2,285	298	5	9,270
1991	4,300	1,963	974	2,449	306	6	9,998
1990	3,997	1,550	912	3,244	229	3	9,935
1989	4,305	1,732	950	2,498	178	4	9,667

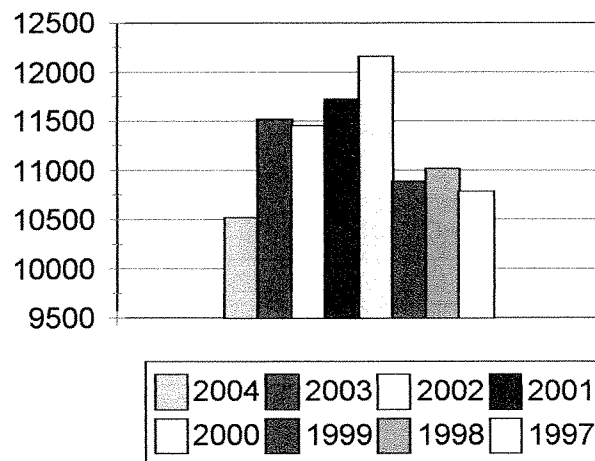
Lake George Boat Count

2004 vs 2003 by Type of Vessel



Lake George Boat Count

8 Year Trend



Attachment "B" (cont.)

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BOAT COUNT - 2004

Area	Inboards & I/O's	Outboards	Sailboats	Rowboats Canoes	PWC's	Airplanes	Totals
North of Sabbath Day Pt. to Ticonderoga Bridge	561	244	206	529	74	0	1614
Ticonderoga Bridge East Shore to Bluff Head	357	157	85	143	53	0	795
North of Veteran's Beach to Montcalm Point	268	78	52	142	41	1	582
Bluff Head East Shore to 14 Mile Island	150	63	67	170	40	0	490
North of Montcalm Point to Sabbath Day Point	90	41	50	85	20	0	286
The Narrows	70	12	11	40	7	0	140
Mother Bunch Islands	52	30	26	40	6	0	154
14 Mile Channel to Harris Bay Yacht Club	783	233	82	412	70	0	1580
Harris Bay Yacht Club to Million Dollar Beach	457	71	50	274	74	0	926
Million Dollar Beach to Fish Point	749	200	127	313	115	0	1504
North of Fish Point to Veteran's Beach	304	112	47	178	29	0	670
Sagamore Docks (Green Island)	11	3	2	44	2	0	62
Long Island, Speaker Heck & Diamond Island	21	10	1	4	2	0	38
Marinas	1130	367	87	52	40	0	1676
Totals	5003	1621	893	2426	573	1	10517
